2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at http://www.psrc.org/projects/tip/index.htm.
Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project tile)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lburris@psrc.org. All applications must be submitted by **May 1, 2006.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** SR99 - Aurora Transit, Pedestrian and Safety Improvements For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Destination 2030 ID#:** 1743 In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.

3	a. **Sponsoring agency:** Seattle b. Co-sponsor(s) if applicable: **Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor?
4	**Project contact person:** Amy Patton Address: 700-5th Ave, Ste, 3900 PO Box 34996, Seattle, WA 98124-4996 Phone: 206.684.5013 Fax: 206.470.6944 E-Mail: amy.patton@seattle.gov
5	**Project description.** Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose. This project will support a new level of express transit service in the Aurora Avenue North (SR-99) corridor by designing, preparing environmental documentation for, and constructing capital improvements, and implementing a TDM program. The project will provide a Business Access and Transit lane, access management and sidewalks,The project includes pedestrian safety and access improvements, continuous transit lanes, bus zone amenities, and a TDM program. The goal is to provide frequent, limited stop service with real-time bus information along the corridor.
6	**Project location:** Aurora Avenue North (SR99) a. County(ies) in which project is located: King **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): North 125th Street c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): North 145th Street
7	**Map:** 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.
8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org. **Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00". Examples of exceptions: • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)
☐ **00** Exception	☐ **00** Exception
☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
☐ **06** Minor Arterial	☒ **14** Principal Arterial
☐ **07** Major Collector	☐ **16** Minor Arterial
☐ **08** Minor Collector	☐ **17** Collector
☐ **09** Local Access	☐ **19** Local Access
☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 **Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)**

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 01/03/06

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

☐ The project is located outside the designated urban growth area. (Refer to http://www.psrc.org/projects/tip/applications/reference.htm for more information.)

X The project is located within the designated urban growth area.

☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

Aurora Transit Express is consistent with and specifically identified in the City of Seattle's Comprehensive Plan and in Seattle's Transportation Strategic Plan (TSP). The Comprehensive Plan was developed under GMA requirements and the TSP was developed in support of the Comp plan using a public and inclusive planning process. The specifics of this project have been developed through a collaborative process that included the City of Seattle, King County Metro, the City of Shoreline, and WSDOT. The design and environmental review process for this project will include opportunities for public participation.

Seattle Comprehensive Plan (adopted July, 1994, update adopted in 2004):

Goal G18 - Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, etc.

Goal G19 - Increase transit ridership.

Comprehensive Plan Policy T11 – Enable urban centers to reach growth targets while minimizing SOV travel.

Comprehensive Plan Policy T35 - Pursue high-capacity transit service (rail and/or bus) linking urban centers. (Aurora Avenue North is identified as a Transit Priority route, where transit investments should be focused.)

Comprehensive Plan Policy T37 – Provide limited-stop, frequent service connecting urban centers.

Comprehensive Plan Policy T44 – Provide safe and convenient pedestrian access to transit stops.

Seattle Transportation Strategic Plan (adopted October, 1998, update adopted in 2005):

Strategy S1 - Optimize the People-Moving Capacity of Existing Arterial Streets, including sub-strategy S1.2 - Optimize People-Moving Capacity through Major Capital Improvements.

Strategy S.3.2 Define and Map the Following Transit Classifications, Major Transit Street - Provide concentrated transit services to connect and reinforce major activity centers and residential areas.

Strategy TR1. Develop and Implement Seattle's Future Transit Network. This strategy defines the Urban Village Transit Network (UVTN) that represents the backbone of the City's transit system, carrying its highest concentrations of transit trips. The Aurora Corridor is a key part of the UVTN.

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at http://www.psrc.org/projects/tip/index.htm. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

N/A

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice[2] and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at http://www.psrc.org/datapubs/ej/index.htm, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

[2] see footnote above

Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

N/A

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice[3] and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

The project benefits three Urban Centers (Seattle CBD,Seattle Center and South Lake Union) by expanding the person carrying capacity of Aurora Avenue North, one of the main corridors serving these centers. Person carrying capacity and efficiency will be expanded by high-frequency, limited-stop transit service. This project supports that with:

- ☐ dedicated transit lanes for much of the corridor (Business Access & Transit Lanes)
- ☐ real-time bus information at transfer points and other key stops
- ☐ additional bus shelters and benches, upgraded lighting, increased litter pick-up
- ☐ pedestrian safety and access improvements, including new sidewalks, curb ramps, and crossings
- ☐ Transportation Demand Management programs for businesses and neighborhoods along the corridor.

There are ~52,000 Annual Bus Trips and ~1.53 Million Annual Riders at the intersection with 110th. This project, plus the increase in platform hours that would accompany project implementation, would result in a predicted ridership increase of 22 percent.

Development Goals: The project helps Seattle CBD, South Lake Union and Seattle Center meet several development goals including:
Comprehensive Plan Goal T11 – Enable urban centers to reach growth targets while minimizing SOV travel.
Comprehensive Plan Goal T37 – Provide limited-stop, frequent service connecting urban centers.
Comprehensive Plan Goal T44 – Provide safe and convenient pedestrian access to transit stops.

Multiple Modes: The project improves access to the centers for transit along a heavily-used transit corridor. It also improves conditions for pedestrians and access to transit service (both existing service and future service) by adding sidewalks, curb ramps and drainage where currently missing. By increasing transit use, capacity is made available in the corridor for freight and goods movement. Aurora Avenue North is classified as a T2 route in the 2003 Update of WSDOT's Freight and Goods Transportation System, carrying 9.5 million tons of freight annually (just below the 10 million mark for T1).

Multiple User Groups: The project will improve travel times and person-carrying capacity for commute and non-commute trips from points north to the Seattle Center, South Lake Union and Seattle CBD Urban Centers. It provides a new, more efficient type of transit service for those with limited or no access to a car. It also improves access to transit for all users, including those with limited mobility and those who use mobility aides, by building sidewalks and curb ramps, and by improving pedestrian crossings.

[3] see footnote above

The TDM element of the project will introduce new users to the transit system through education and incentives.

Adjacent to dense, mixed-use areas: The project will provide improved transit service to three high-density, mixed-use Urban Centers (Seattle Center, South Lake Union and Seattle CBD). The project is located within two locally designated centers (Aurora Avenue at North 130th Street and Aurora Avenue at N 97th Street, which extends north of 110th). These locally designated centers support a variety of higher-density uses, including commercial and multi-family residential. For example, the housing density in the Aurora/130th center was 6.6 households per acre in 1996 and is projected to reach 10.3 hh/acre by 2010, with jobs/acre growing from 12 to 20 in the same time frame.

System Continuity: The project improves access to the centers and makes improvements to the corridor in logical segments. This project focuses on the segment of Aurora between N. 145th (Seattle's northern city limit) and N. 110th St. North of 145th, the City of Shoreline is planning similar improvements to Aurora that will complement this project. South of 110th, the improvements needed to support Bus Rapid Transit are less capital-intensive and Seattle has implemented these improvements, including restricting peak hour parking, constructing pedestrian improvements (curb ramps and a new crossing). With the combination of this proposed grant project, the Shoreline project, and the improvements south of N 110th St, there will be a continuous corridor for fast, efficient transit serving the region's major employment and activity center.

Sustainability: The project supports a long-term strategy to maximize the efficiency of the corridor by increasing person-carrying capacity rather than increasing vehicle capacity. The electronic bus arrival information and transit priority equipment both use technology to improve system performance for this non-SOV mode.

The project is expected to eliminate SOV trips along the corridor traveling to or through one to three Centers (depending on the trip). By providing a higher level of transit service throughout the day and on weekends, a non-SOV option is available for non-peak trips. Metro predicts that this project and the accompanying increase in platform hours will increase ridership in the corridor by 22 percent. A similar project in Los Angeles showed a 33 percent increase in transit ridership, with one-third of the increase coming from new riders, one-third from existing riders taking the bus more often, and the remaining one-third shifted from other bus routes. Transit travel times are expected to decrease by 1-2 minutes per trip in the southbound direction in the corridor segment covered by this grant (N. 110th to N. 145th). This amounts to a total person-hour savings of 37-74 hours per day. The improvements are sustainable because the buses will travel in transit lanes and not be affected by increases in general traffic congestion. Travel times in both directions along the entire corridor will be improved by transit signal priority equipment, which also helps buses avoid ever-increasing traffic congestion.

Environmental Justice: In one of the four census tracts (2000) served by this project 17% of the poulation is below poverty level, while the regional percentage is 8.6%. Also in one of the four census tracts, the non-white population is 34% while in King County the percentage is 24%. These populations will benefit from the improved transit service and pedestrian environment.

Target Clusters: The SR 99 Corridor serves the South Lake Union Urban Center, and Downtown Seattle Urban Center, which include existing jobs and economic development opportunties in four of five targeted clusters according to Spatial Attribute maps. The clusters served include Environment & Alternative Energy, Information Technology, Life Sciences and International Trade. Specifically the South Lake Union Urban Center will be a Life Sciences hub and growth in the center is expected to create 23,000 direct jobs. This project will provide significant mobility improvements in the form of transportation choices and reduced travel times for employees and customers in the targeted industries within the region.

Safety and Modal Conflict: The project will be a major improvement in safety through the corridor by providing access management including curbs, planting strips, medians and sidewalk where the existing conditions leave many gaps. Many blocks have missing or no curbs or sidewalks, vehicles parked on the shoulder and other major obstacles and safety hazards for pedestrians. By providing a dedicated Business Access & Transit lane, vehicle/pedestrian/transit conflicts will be significantly decreased.There are many poles and mailboxes within 10' of edge of pavement. These pose a hazard which will be eliminated with the project.Haphazard parking within the pedestrian areas will be eliminated with construction of curb, gutter and sidewalk.There are many conflicts due to undefined driveways. Access management will reduce these conflicts.Visibility is poor - new illumination and pole spacing will reduce hazards associated with this. TIB's estimate of annual reduction of crashes benefit is $1,344,035 for the section from N. 137th to N 145th.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

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14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:
- Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
- Not yet completed - Section 106 Concurrence.
- Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.
Not yet completed c. Right of Way Plans (stamped).
Not yet completed d. Relocation Plan (if applicable).
Not yet completed e. Right of way certification.
Not yet completed f. Certification Audit by WSDOT R/W Analyst.
Not yet completed g. Relocation Certification, if applicable.
- Not yet completed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.
Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Environmental has been started and is expected to be completed at the end of 2006. Preliminary right-of-way cost estimates have been completed. Phase I Design funding has been obligated.

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15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Phase I - Constr	05/01/09	CMAQ	$2,000,000
Phase II- Design	05/01/10	CMAQ	$2,800,000
			$
		Totals:	$4,800,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Phase I - PE	05/13/03	CMAQ,	$1,700,000
Phase I - Design	02/22/06	TIB/UAP	$943,507
Phase I - R/W	05/01/08	CMAQ	$420,000
Phase I Constr	05/01/09	CMAQ,TIB,Metro, Fed Approp	$7,472,234
			$
		TOTAL:	$10,535,741

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Constr Phase II	05/01/12	CMAQ	$9,200,000
Constr Phase II	05/01/12	TIB	$6,000,000
			$
			$
			$
		TOTAL:	$15,200,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	$	Planning:	
Preliminary Engineering/Design:	$5,100,000	Preliminary Engineering/Design:	05/01/2011
Right of Way:	$2,400,000	Right of Way:	05/01/2011
Construction:	$23,000,000	Construction:	12/31/2012
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$30,500,000	Estimated date of completion (i.e. open for use)	12/31/2012

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
PE, ROW, CN for Phase I (137th to 145th) will be completed and PE for Phase II 125th to 137th will be completed

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

Table D represents Phase I (145th to 137th) and Phase II (137th to 125th) of the project. It is the agency's plan to continue seeking funding to complete the corridor, Aurora Ave N from 110th to 145th. Due to the project size it is being phased in 8-12 block sections. The funding being requested in this application is to complete construction of Phase I and complete preconstruction for Phase II.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.

- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The project will provide a BAT lane, access management and sidewalks. The project is expected to eliminate SOV trips along the corridor and trips to or through one to three Urban Centers (depending on the trip). Aurora Avenue North is classified as a T2 route in the 2003 Update of WSDOT's Freight and Goods Transportation System, carrying 9.5 million tons of freight annually (just below the 10 million mark for T1). The project will reduce diesel emissions by improving overall traffic flow and eliminating SOV trips resulting in reduced congestion for trucks

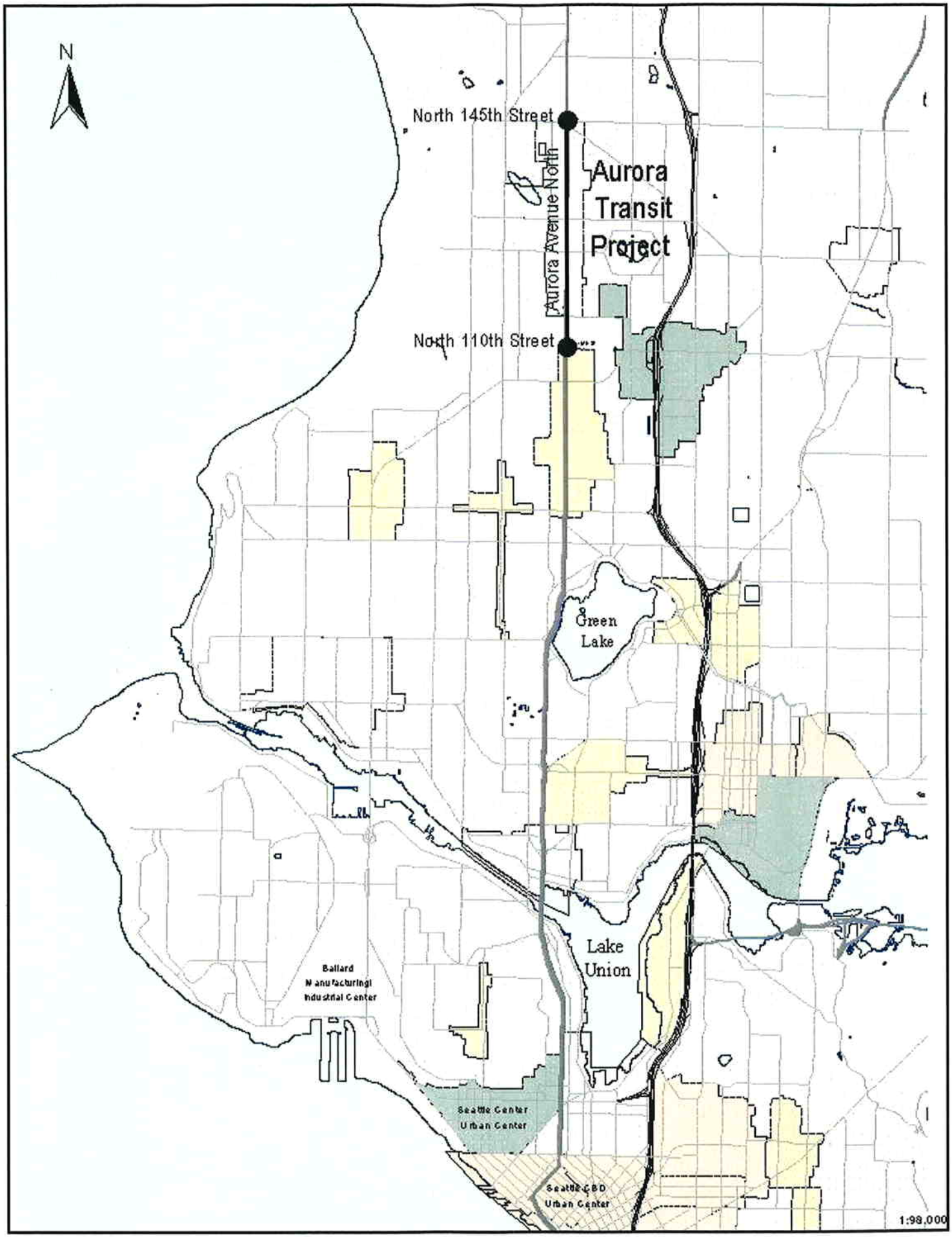
Metro predicts that this project and the accompanying increase in platform hours will increase ridership in the corridor by 22 percent. A similar project in Los Angeles showed a 33 percent increase in transit ridership, with one-third of the increase coming from new riders, one-third from existing riders taking the bus more often, and the remaining one-third shifted from other bus routes. Transit travel times are expected to decrease by 1-2 minutes per trip in the southbound direction in the corridor segment covered by this grant. This amounts to a total person-hour savings of 37-74 hours per day. The improvements are sustainable because the buses will travel in transit lanes and not be affected by increases in general traffic congestion. Travel times in both directions along the entire corridor will be improved by transit signal priority equipment, which also helps buses avoid traffic congestion.

The trip reduction benefits would occur in a corridor that is approximately 6 miles, from the Seattle CBD to the northern city limits, plus an additional 3 miles when Shoreline's complementary project is included. This is primarily a Bus Rapid Transit project and constructs curb, gutter and sidewalks where there currently are none and widens to include Business Access & Transit (BAT) lanes. Project will promote walking, biking and transit use as well as improve conditions for freight and general traffic. The project will improve safety and convenience for pedestrians, transit users, general traffic and freight by fully improving the street right of way, installing a center median and widening to include Business Access and Transit lanes. The City's objectives for Aurora include improving safety and traffic circulation within the corridor, improving pedestrian mobility, supporting transit use and providing urban facilities and landscaping for an aesthetically pleasant environment that will lead people to the community and businesses.

F. Other Considerations (No Points)

17. **Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

City Of Seattle
Aurora Ave N (SR 99) @ N. 145th St. (SR 523)



Aurora Transit Project

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City of Seattle
April 2006